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Portland, Oregon, April 14, 1941

The regular monthly meeting of the Board of Commissioners of The Port of Portland convened at 11 A.M. this date.

There were present Commissioners Cameron Squires, Vice President, presiding, E. F. Doyle, H. K. Cherry, F. N. Youngman, Donald L. Woodward, S.W. Lawrence and Robert H. Atkinson.

✓ MINUTES APPROVED:

The minutes of the meetings of February 6, February 10 and notation of adjournment of March 10, together with a corrective supplement for February 6, were upon motion approved as entered in the record.

✓ BIDS - FUEL OIL:

Bids called for this date on Circular No. 990, to cover estimated fuel oil requirements for one year from April 15, 1941, were opened. Ten bids were received. On commercial or heavy fuel oil, (Pacific specification 400) wharf delivery, the low bid was \$0.925 by Sunset Oil Co. Eight bidders quoted \$0.95 and one bidder \$1.10. On the same grade delivered by tank truck at the dry dock and/or Swan Island all bidders quoted \$1.22 per barrel. For domestic or light fuel oil (Pacific specifications 300) all bidders quoted \$1.32 delivered. The bid of Sunset Oil Co. being found the lowest bid on total requirements, it was upon motion ordered that contract be entered into with said low bidder.

✓ DREDGE LEASE-SALE -- PACIFIC NAVAL AIR BASES:

The Vice President reported that, pursuant to previous negotiations, the lease of the dredge "Columbia" to Pacific Naval Air Base Contractors for the Navy was consummated as of March 3; that the Navy was unable to place the value of the dredge in escrow, and did not desire to pay the cost of full insurance, including war risks, (it was questionable whether such insurance could in any event be procured); that therefore the transaction had taken the form of a sale of the dredge with an agreement on the part of the Port to repurchase upon delivery in good order for such amount less than the sale price as would be represented by the earned rental at \$10,000 per month and with a 12 months minimum and 24 months maximum rental; that accordingly bill of sale was executed for a

consideration of \$590,000 ( that is, \$350,000 as the insurable value and \$240,000 as rental for the maximum period), the Port to repurchase the dredge at any time within twelve months for \$470,000 and thereafter at \$10,000 less per month, but having no obligation to repurchase after 24 months, the time to run from May 1, 1941. He suggested that inasmuch as the present form of agreement was drawn subsequent to the last action by the Board, the minutes should show the form of the agreement and bill of sale. Accordingly, Commissioner Cherry introduced the following resolution and moved its adoption:

BE IT RESOLVED by the Board of Commissioners of The Port of Portland in regular meeting assembled that The Port of Portland hereby approves, ratifies and confirms that certain agreement entered into with Contractors, Pacific Naval Air Bases, NOy-4173, executed by the officers of The Port of Portland under date of March 12, 1941, and that certain bill of sale given pursuant to said agreement, executed and acknowledged by the officers of The Port of Portland on April 10, 1941, said documents reading as follows:

CONTRACT

THIS AGREEMENT made and entered into this Third day of March, 1941, by and between the HAWAIIAN DREDGING COMPANY, LIMITED, a corporation organized and existing under the laws of the Territory of Hawaii; the RAYMOND CONCRETE PILE COMPANY, a corporation organized and existing under the laws of the State of New Jersey; the TURNER CONSTRUCTION COMPANY, a corporation organized and existing under the laws of the State of New York; the MORRISON-KNUDSEN COMPANY, INC., a corporation organized and existing under the laws of the State of Delaware and the J. H. POMEROY AND COMPANY, INC., a corporation existing under the laws of the State of Michigan, hereinafter, collectively and severally, called the "Contractors", and THE PORT OF PORTLAND, a municipal corporation of the State of Oregon, hereinafter called the "Port".

W I T N E S S E T H

WHEREAS, the Contractors have entered into a contract with the United States of America dated July 1, 1940, and identified as Contract No. NOy-4173, whereby they are to construct, among other things, aviation facilities and perform dredging for Naval air stations at various locations on or near islands in the Pacific Ocean, and for use in performing such contract the Contractors have negotiated to purchase from the Port its steam dredge named "Columbia", and the Port has consented to sell said dredge, now, therefore, in consideration of the payment to be made to the Port by the contractors and of the mutual obligations assumed by the parties hereto and the benefits to accrue to the Contractors, the Contractors and the Port agree as follows, to-wit:

1. The Port hereby agrees to sell to the Contractors and the Contractors agree to purchase from the Port the 30-inch suction, hydraulic dredge named "Columbia", owned by the Port, for the price and subject to the conditions hereinafter specified. Said dredge is to be available to the Contractors for examination forthwith upon the termination of operations in which the dredge is engaged at the date hereof under lease to The Austin Company at Tongue Point Naval Air Base near Astoria, Oregon.

2. The Port shall, when the dredge is so available, lift the dredge on its drydock at its own cost for a period of not exceeding three days, for the purpose of examination of her hull and bottom by the contractors and to enable the Port to thoroughly clean and paint the hull. The Port shall also as soon as possible, (but not necessarily within the said three days), place the dredge in good mechanical condition, to its satisfaction, except as to units which the contractors intend to remove or alter for their own purposes. After the Port shall have cleaned and painted the hull and placed the dredge in good mechanical condition as aforesaid, it shall notify the contractors in writing of the completion of such work and shall tender the dredge to the contractors for examination and acceptance or rejection. If the contractors accept the dredge, they shall do so in writing and shall accept the dredge "as is", and thereafter all the provisions and conditions of this agreement shall be in full force and effect and binding upon the parties hereto. If the contractors fail to accept the dredge within ten days after the Port tenders the dredge to them for acceptance or rejection, or if the contractors, without waiting for the expiration of said ten days, decline in writing to accept the dredge, in either event this agreement shall be void and of no further effect.

The contractors are in haste to have the dredge sold and delivered to them as soon as possible, as their contemplated use for it is urgent, and before they can put it to such use they must make certain alterations, improvements and additions to it at their own expense to suit it to their requirements. Possibly, to save time, they will wish to make these alterations and additions contemporaneously with the Port's work in putting the dredge in good mechanical condition and prior to acceptance by the contractors. Therefore, the right is hereby given to the contractors to enter upon the dredge immediately on execution of this agreement, and to make thereon their own aforesaid alterations, additions or improvements. But because of the obligation of the Port to repurchase the dredge as hereinafter provided for, only such alterations, additions or improvements shall be made by the contractors as have been first approved in writing by the Port through its authorized representatives, and such approval shall designate whether any such alterations, additions or improvements are to remain a part of the dredge upon repurchase by the Port, and in what particulars the dredge is to be restored to the condition it was in before such alterations, improvements or additions were made. If the contractors elect to make such alterations, additions or improvements under the provisions of this paragraph and should thereafter decline to accept the dredge, the Port shall have the right either (1) to require the contractors to complete any such alteration, addition or improvement upon which they have actually started work, or (2) to require the contractors to take out any alteration, addition or improvement, completed or uncompleted, and restore the dredge in respect to that unit in its original condition, or (3) to accept and retain any such unit, completed or uncompleted, "as is."

3. If the contractors elect not to undertake any of the aforesaid alterations, additions or improvements until after they have accepted the dredge, the provisions of the preceding paragraph in respect to prior written approval by the Port's representatives, and in respect to designating which of such alterations, improvements or additions are to remain a part of the dredge upon repurchase by the Port, and in which particulars the dredge is to be restored to its original condition shall apply. All alterations, additions and improvements, whether made under this or the preceding paragraph which are designated to remain a part of the dredge shall be and become a part thereof without further consideration beyond the repurchase price as hereinafter specified in event the Port shall repurchase the dredge. All such additions, alterations or improvements whether under this or the preceding paragraph, are to be done at the sole cost of the contractors, except that the Port grants the use of its floating drydock, without charge, during such time as the dredge is necessarily held in the dock for the purpose of making the same.

4. When the Contractors shall have accepted the dredge it is agreed that such acceptance shall be final and apply to the dredge "as is and where is" and the Contractors shall thereafter have no claim or recourse against the Port for any defect, inadequacy, breakage, unseaworthiness, failure or deficiency from any cause whatever.

5. The Port shall cooperate with the Contractors by assisting the Contractors through its supervisory personnel at Portland, in giving advice, assisting in securing parts, granting use of patterns and plans owned by the Port and in other reasonable ways but all without financial outlay by the Port or the Port assuming through any act of its supervisory personnel any part of the obligations devolving on the contractors. The Contractors shall reimburse the Port for any outlay for labor, material, use of tools, and facilities (other than drydocking, as hereinbefore specified) furnished at the request of the Contractors, all such items to be billed by the Port on the customary basis as charged by the Port against its own equipment when such items are supplied through the auxiliary plant of the Port at its dry dock, including overhead percentage on labor and materials.

6. The purchase price for which the Port agrees to sell said dredge "Columbia" to the Contractors is FIVE HUNDRED NINETY THOUSAND DOLLARS ( \$590,000.00) to be paid to the Port in legal money of the United States of America forthwith upon acceptance of said dredge by the Contractors. Upon the payment of said sum the Port shall deliver to the Contractors a valid bill of sale for said dredge "as is and where is" and shall thereafter, if and as required by governmental authority, execute such affidavits or other documents as may be necessary and as are within its power to enable the Contractors to clear said dredge through the U .S. Customs or other authorities, all without cost to the Port.

7. The Port agrees that if the Contractors shall return the said dredge "Columbia" to Portland, Oregon, and deliver same to the Port in as good mechanical and as good operating condition as when purchased by the Contractors hereunder, wear and tear normal to the use intended and as hereinafter defined excepted, at any time within twelve months from the first day of the calendar month succeeding the date same shall have been purchased by the Contractors, the Port will repurchase same from the Contractors and pay therefor the sum of FOUR HUNDRED SEVENTY THOUSAND DOLLARS ( \$470,000.00) in legal money of the United States of America. The Port further agrees that if the Contractors shall return and deliver the dredge to the Port at Portland, Oregon, in condition as aforesaid, at any time after said twelve months and not later than twenty-four months after said first day of the calendar month succeeding the date of purchase, the Port will repurchase same from the Contractors and pay therefor FOUR HUNDRED SEVENTY THOUSAND DOLLARS (\$470,000.00) less the sum of TEN THOUSAND DOLLARS ( \$10,000.00) per month for each month or pro-rated fraction thereof that the return of said dredge to the Port at Portland, Oregon, in said condition is delayed beyond said twelve month period.

If the Contractors fail from any cause whatsoever to return the dredge to the Port at Portland, Oregon, in said condition before the expiration of said twenty-four months period, the Port shall no longer be obligated to repurchase the dredge as hereinbefore provided.

8. To determine what constitutes "good mechanical" and "good operating condition", and to define the phrase "wear and tear normal to the use intended", as used in paragraph 7 hereof, the following procedure and definitions shall govern:

The representatives of the parties shall, at the time of the original purchase by the Contractors, make a joint survey of the condition of each of the principal separable units, as well as of the dredge as a whole, the results of which survey shall be set forth in writing and acknowledged by such representatives. Such survey shall indicate the relative percentage of such units and parts as to new. When, and if, the dredge is thereafter re-

delivered to the Port, and before the Port shall repurchase same as provided in Paragraph 7 hereof, a similar survey shall be made of the dredge as a whole and of such units and parts, or replacements which have been substituted therefor by the Contractors, and, upon the basis of such surveys the extent of repairs and replacements to be made by the Contractors to restore the dredge to the same good mechanical and operating condition as when sold to them shall be determined.

"Wear and tear normal to the use intended" shall be interpreted as the normal wear and tear inherent in a plant of this kind which is due to the passage of time and the general effect of use, including normal operation in salt water, but shall not be construed to include the repairable wear caused by dredging abrasive materials, breakage, and such wear as can normally be repaired and overcome by competent mechanical overhauling, chipping and painting of surfaces and other feasible maintenance work.

9. The dredge is to be purchased as a complete dredge with all equipment thereon necessary for operation as heretofore operated by the Port on inland fresh water, but not equipped with any extra or spare parts or supplies. This agreement does not extend to any spare parts or supplies the Port may own and may hereafter consent to sell to the Contractors. It is agreed for the guidance of the representatives of the parties acting pursuant to this agreement that the following definitions shall govern as to "spare parts" and "supplies", such definitions being illustrative only and not limiting the range of articles.

Machine tools attached to the dredge are parts of the dredge; portable and hand tools are supplies unless of special design for the dredge; wire ropes, whether installed or otherwise, are "supplies"; cutters, cutter blades, pump impellers, pump liners, shafts, bearings and other machinery parts other than one set necessary to make a complete dredge, are "spare parts". Articles not especially mentioned shall be classified consistent with the foregoing illustrations.

10. The parties hereto shall designate suitable persons to act for them in the administration of the terms and conditions of this agreement and shall be bound by the acts of such representatives in carrying out the matters within their delegated authority.

Pursuant to the foregoing the Port designates its "Manager" and its "Mechanical Engineer" to act with respect to surveys and determining whether proposed alterations, additions and improvements shall be retained as provided in Paragraph 2 and 3 hereof.

The Contractors will designate representatives for specific duties from time to time by notices signed by a member of Contractors' "Operating Committee" and will deal in general with the Port through said Operating Committee. The persons comprising said Operating Committee are:

H.C. Boschen, E. B. Brier, G.F. Ferris, G.L.Youmans,  
W. D. Hammond.

Notices to the Operating Committee shall be addressed:

Operating Committee, Contract NOy-4173, Box 2459,  
Honolulu, T. H.

Either party may change representatives and their authority by giving written notice to the other party.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed, in quadruplicate, this 12th day of March, 1941, by their officers or representatives thereunto duly authorized.

Hawaiian Dredging Co., Ltd.  
Raymond Concrete Pile Co.  
Turner Construction Co.  
Morrison-Knudsen Co., Inc.  
J.H. Pomeroy & Co., Inc.  
CONTRACTORS NOy-4173

By: G.F. Ferris (Sgd)

Chairman Operating Committee

By: G.L.Youmans, Operating Committee (Sgd)  
Approved By: H.F. Bruns, Officer in Charge, (Sgd)  
Contract NOy-4173

THE PORT OF PORTLAND  
By: Henry L. Corbett (Sgd)  
President  
By: E. F. Doyle (Sgd)  
Secretary

BILL OF SALE

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

KNOW YE, THAT THE PORT OF PORTLAND, a municipal corporation of the State of Oregon, with principal office in the Spalding Building, City of Portland, Oregon, owner of the 30-inch suction, hydraulic dredge "Columbia", for and in consideration of the sum of five hundred and ninety thousand dollars ( \$590,000.00) to it in hand paid by the "Contractors", hereinafter named and described, the receipt where of it does hereby acknowledge, has bargained and sold and by these presents does bargain and sell unto the said "Contractors" the said dredge "Columbia", together with all equipment thereon necessary for operation as heretofore operated by The Port of Portland, but not including any extra or spare parts or supplies.

The said "Contractors" are: HAWAIIAN DREDGING COMPANY, LIMITED, a corporation organized and existing under the laws of the Territory of Hawaii; the RAYMOND CONCRETE PILE COMPANY, a corporation organized and existing under the laws of the State of New Jersey; the TURNER CONSTRUCTION COMPANY, a corporation organized and existing under the laws of the State of New York; the MORRISON-KNUDSEN COMPANY, INC., a corporation organized and existing under the laws of the State of Delaware, and the J. H. POMEROY AND COMPANY, INC., a corporation existing under the laws of the State of Michigan.

TO HAVE AND TO HOLD the said dredge "Columbia" and said equipment unto the said "Contractors", to their sole and only proper use, benefit and behoof forever, and the said The Port of Portland has promised, covenanted and agreed, and by these presents does promise, covenant and agree, for itself and its successors and assigns, to and with the said "Contractors", to warrant and defend the said dredge and said equipment against all and every person and persons whomsoever.

IN TESTIMONY WHEREOF, the said The Port of Portland has caused this instrument to be executed by its officers thereunto duly authorized and its seal to be affixed this 10th day of April, in the year of our Lord 1941.

Signed, sealed and delivered  
in the presence of:

Erskine wood ( Sgd)

Ruth A.Glover ( Sgd)

THE PORT OF PORTLAND

By: Cameron Squires (Sgd)  
Vice-President

Attest:  
J.P.Doyle (Sgd)  
Assistant Secretary

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This motion was seconded by Commissioner Doyle and carried.

MONTHLY REPORTS:

The Manager's regular monthly reports for February and March, previously supplied the Commissioners, were presented and ordered filed.

INSTRUMENTS- SALE OF:

The Manager reported that the Port has on hand four sextants and four 3-arm protractors in excess of one set aboard the dredge "Clackamas" and sufficient instruments for surveys and recommended that the Commission authorize the sale of these eight excess instruments. He stated that of these The Austin Co. at Tongue Point has two sextants and two protractors which they borrowed when the dredge "Columbia" was working there and which they have indicated they desire to purchase.

He asked that the Commission confirm quotation made to The Austin Co. of one K. & E. sextant at \$125.00; one Hughes sextant at \$75.00 and two K. & E. protractors at \$100.00 each, and authorize quoting of similar prices to local instrument dealers. He stated that there is little call for these instruments but with present defense activities there will no doubt be a demand and that new instruments are reported to be not available, at least for prompt delivery, and the local dealers might fill orders by purchasing these from the Port. He suggested authority be granted to negotiate on the price rather than offering them for sale on bids whereby a dealer buying them on speculation would obviously quote a very low price. It was moved by Commissioner Cherry, seconded by Commissioner Lawrence that the Manager be authorized to negotiate sale of instruments as recommended. This motion was seconded, put and carried.

✓ AUTOMOBILE - MANAGER'S USE:

The Manager stated that the Port now owns one passenger automobile, a Buick sedan purchased in 1936 and used by other employees in the past, but now used by the Manager; that he finds it impracticable to have the Port furnish a car and use it only officially and would therefore prefer to furnish a car personally and receive an operating allowance of such amount as the service for the Port justifies. He stated the auto allowance to the various superintendents is \$50 per month and that the operating expense of the Port's Buick has averaged about \$45 per month, excluding depreciation, but that an allowance for Port use could justifiably be less than it has cost the Port to own a car and be in proportion to the Port's use. He asked that the Commission consider the advisability of revising the automobile arrangement and, if agreeable, suggested that the Commission designate a Commissioner to determine the amount the Port should be paid to transfer ownership, presumably the trade in price.

This arrangement being satisfactory to the Commission, it was moved by Commissioner Lawrence, seconded by Commissioner Doyle, that the Commission agrees with the views expressed by the Manager in respect to automobile use and authorizes the Vice President to determine the value of the Buick sedan heretofore

used by the Manager and transfer ownership in consideration of payment of the price so determined, and that an allowance of \$30 per month be made the Manager on the operation of privately owned automobile, plus the cost of excess limits on insurance, the Port to be a named assured with liability limits of 50/100,000. This motion was seconded, put and carried.

✓ BOAT - (DREDGE TENDER ):

Reference was made to bids received November 12, 1940, for the construction of a wood hull for a small work boat as an auxiliary dredge tender.

The Manager stated that the bids had been referred to him at that time and no action had been taken as the two bidders stated they were unable to fulfill the specifications as to lumber requirements; that subsequently the supervisory personnel has concluded that a welded steel hull would be more practicable for the purpose and a plan has been made for such a hull, contemplating the use of a gasoline engine. He explained the need of a small work boat for use around the dredges as discussed after the tender "Wenonah" had been dismantled and stated that the hull of the 45 HP diesel tender "Chinook" has become badly deteriorated and that further repairs to it are not practicable. He suggested it would be advisable to abandon the hull of the "Chinook" this year, which would leave only one large tender, the "Modoc", which is a 200 HP diesel. Rather than rebuild the "Chinook" he suggested building a small, gasoline-powered work boat and thereafter dispose of the larger diesel engines of the "Wenonah" and the "Chinook". The reason for a gasoline-powered boat was stated to be the fact that a gasoline engine can be purchased for very much less than a diesel of similar power and is much simpler to operate and care for and that the economy in fuel cost of the diesel is not realized on the very limited number of hours of actual operation required of a work boat around the dredges, also that it is desirable that the work boat be of light draft. After discussion of possible future requirements, it was agreed that bids will be taken on the steel hull and prices obtained on suitable gasoline engines, the Commission to hereafter decide concerning actual construction.

RESERVE FUND REIMBURSEMENT:

A report by the Manager, dated March 21, 1941, containing a condensed summary of gains in the General Fund due to budget saving and earnings, less expenditures for airport construction and purchase of cantonment realty covering the years 1938-40, was presented; the report suggesting the possibility of reimbursing the Employers Liability Insurance Reserve in amount of \$75,000 which amount was appropriated therefrom in December, 1939 to finance construction of paving and other work at Portland-Columbia Airport. After reviewing the matter in detail and noting that there was a General Fund surplus at the end of 1940 approximating \$99,000, it was upon motion ordered that \$75,000 advanced to the General Fund out of the Employers Liability Reserve Fund be reimbursed.

INVESTMENT RESERVE AND SINKING FUNDS:

A memo by the Manager dated March 21, submitted to the Commissioners pursuant to discussion at the meeting of February 10, showing detail of investment securities held by the Port and accompanied by a tabulation headed "Liquidation Estimate of Sinking Funds" was submitted and discussed. The latter figures indicated that Series "C" and "D" Sinking Fund can be converted into cash when necessary for retiring the bond issues. It was apparent that there will be considerable sums in the Insurance Reserve and the Bond Sinking Funds during the next two years which would be available for investment, but subject to liquidation during 1942.

Commissioner Atkinson, as Treasurer, stated he has reviewed the investment situation with respect to these funds, as requested, and he sees no possibility of investing surplus funds to produce an assured interest income for the very short periods before the cash will be needed.

HAY LEASE - PORTLAND-COLUMBIA AIRPORT:

A letter dated April 8, signed by the lessees of the hay rights on Portland-Columbia Airport was submitted in which attention was called to the disturbed condition of a large portion of the field area due to Army and W.P.A. construction since the beginning of the year and offering to pay \$100 and cut all growth on the Airport during the year 1941 in lieu of the \$1500 rental called for under the contract for the rights to the area that was available in 1940.

The lessees proposed that after 1941 the original lease rental be paid proportionately to the tillable area remaining.

The matter was discussed, the Vice President suggesting that while an adjustment obviously must be made on account of withdrawing of portions of the tillable area, it should be made not on an arbitrary basis but in conformity with the terms of the lease. It was upon motion ordered that the Vice President and the Manager be authorized to determine a basis comprehending the terms of the lease and the conditions existing this year due to Army and W.P.A. construction and offer settlement to the lessees on such basis.

WATER CONNECTION - BEAVER BOAT CORP.

A letter from Beaver Boat Corporation dated March 26 was presented. This was a request for consent to connect a 1-inch pipe with the existing water pipe at the Brownell residence on N.E. 47th Avenue, the latter being connected to the 3-inch main on the airport, the applicant agreeing to install a meter and pay charges and explaining the purpose and limited need of water on the Boat Corporation's premises. The Manager explained the status of the Brownell connection which was granted in consideration of an easement being given for a power line to serve the airport and stated that the Beaver Boat Corporation has heretofore granted the Port the right to trim the high trees on its property which is in the N-W runway approach and has also permitted passage over its property in hauling sand from the beach for road fill for the cantonment road, and that Mr. Bankhead, the owner, has signified willingness to grant a permanent easement on the company's property along the north side of the river levee to reach the Port's property north of the levee and he stated this would be a definite advantage as there is no ramp or road across the levee at the airport property and the use of the ramp on the applicant's property is a desirable privilege. He recommended that a right to make the connection be granted upon condition similar to the Brownell contract ( Contract File No.59-A) the privilege being revokable at the Port's pleasure.

A motion was passed authorizing the officers of the Port to enter into a contract with Beaver Boat Corporation and/or C. A. Bankhead granting the right to make the water connection in consideration of the easement mentioned.

AIRPLANE TRANSFER FEES:

A letter from Boeing Aircraft Co. dated April 2, protesting field charge of \$50 per plane made for the landing of bombardment aircraft and transfer of ownership at Portland-Columbia Airport was read. The \$50 charge was explained by the Manager as being a fee established last year when Transcontinental Western Air arranged to take delivery of Boeing planes at Portland, presumably to avoid Washington sales tax. The Boeing Co. in its letter took the position that it is under no obligation to pay charges on current landings of 'bombers' as the planes were flown to Portland by the U.S. Army Air Corps as government property and left in the custody of the British government. No action was taken pending determination of facts as to ownership and whether the delivery at Portland-Columbia Airport was ordered by the U.S. Army Air Corps or the Boeing Co.

There being no further matters presented, the Commission upon motion adjourned.

SUBMITTED BY:  
E. F. Doyle  
Assistant Secretary

APPROVED July 16, 1941  
H. L. Corbett  
President

Portland, Oregon, May 27, 1941

A meeting of the Board of Commissioners of The Port of Portland was convened at 11 A.M. this date in response to due notice.

There were present Commissioners H. L. Corbett, President, presiding, E. F. Doyle, H. K. Cherry, A. A. Comrie, Donald L. Woodward, S. W. Lawrence, Cameron Squires and Robert H. Atkinson.

INDUSTRIAL SITES PLANS:

The President referred to previous meeting and subsequent discussions by him and other Commissioners with various local committees, railroad officials, etc., respecting industrial site development. An informal discussion ensued, with various suggestions being made respecting further study and negotiations.